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GEORGE F. HENSHALLMANAGER

MONDAY.....NOVEMBER 16, 1908

SOME SINISTER HAPPENINGS.

The sequence of events in San Francisco seems to have a sinister significance. The one "higher up" who was convicted and sentenced is not serving his sentence, influences sufficiently powerful to nullify even the sentence having been set at work; some months ago, the home of one of the principal graft witnesses was dynamited at a time when he was at the dinner table and the investigation into the crime brought forth many appearances that it was done by hirelings; in the Ruef trial a few weeks ago a case of jury bribery,—a very difficult matter to prove,—was completely exposed, and then it developed in court that the man caught offering the bribes had been made an offer of \$10,000 in cash and \$100 a month for his wife while he served sentence, if he would keep mum; finally Heney, the chief of the prosecutors, is shot in open court by an ex-convict and the latter dies in his cell by a pistol bullet, while the only explanation that comes from this mysterious jail is that a pistol concealed in the prisoner's shoe was not found when he was searched before being confined. Few people will believe this story, but they will think of the result attained,—the would-be assassin is dead and can make no confession implicating those who employed him.

Tactics of this sort indicate that there are men of wealth in desperate straits as Heney continues his years of battle. Heney was slowly closing in on Ruef when the bullet laid him low. And Ruef is the head and front of the whole gigantic scheme of corruption. He was the brains and the tempter. He knows every secret. With wonderful nerve and devotion to the code of honor among thieves he has held his tongue through all the years of pressure. Once, with tears in his eyes he made a fake confession, pleading guilty to an indictment which he probably foresaw would be declared void on appeal in the Schmitz case. He very nearly outgeneralled the prosecution in this move, but the prosecution, at the cost of going back on its immunity contract, pressed the battle on. Immunity was promised for a plea of guilty to a certain indictment. Possibly the graft prosecution holds that when the indictment fell the consideration failed. It may be merely the act of an individual that shot Heney just as Ruef faced a jury again and the prosecution was bringing out its undeniable story of guilt. If so the deed was an unlucky one for Ruef and the other defendants. But with the past record of conspiracy and violence in mind, most of the people of San Francisco will see in the courtroom shooting an effort by the desperate defendants to get rid of the prosecutor who can't be put aside and who knows more of the secrets of the guilty than any other outsider.

For years local writers on Hawaiian development have been urging island fruit growers to take example of the California growers—later also of the banana raisers of Jamaica—in the matters of selection, packing and transportation for market. What is to be thought now of the story brought from the Oriental market by Mr. Loomis, of gross botching and carelessness on the part of Pacific Coast shippers of fruit and other articles thither in the matters to which reference has just been made? It remains that all that has been said before, together with the advice given by Mr. Loomis now, should be laid to heart by Hawaiian fruit growers. They know enough to go it alone and enter the Oriental market, as other markets, to win hands down. Our fruit men, did they but get together, could work out their own salvation as gloriously as our sugar planters, now easily leading the world in both cultivation and manufacture, have done in their industry.

GETTING EXPERTS ON ROADS HERE.

The Advertiser is certainly correct in its oft repeated statements that road work calls for expert knowledge. We have before us a bulletin issued by the Department of Commerce and Labor, on the subject of Macadam Roads. It is a lengthy pamphlet, full of technical discussion, and illustrations useful to engineers and others able to study them with the text. It is one of many such works in which the federal government gives to the people of all the nation the best possible information on the important subject of roads, describing experiments and comparing systems. Of course the county of Oahu should have a road engineer who is up to date in the science of road building, either as the head of the department or as an adviser to the road supervisor who runs the office. But how are we going to get him? Such a man commands good wages here. Why should he work for government wages?

ONLY THE DEFEATED CELEBRATE HERE.

Local Republicans have capped a somewhat apathetic and uninspiring campaign by a strange willingness to leave their enemies alone to celebrate a victory the enemies did not win. This is poor policy for the next campaign. There was far more occasion for Republican than for Democratic ratification. The Republicans won the President and Congress by a very sweeping Mainland victory. Locally they won the legislature and the supervisors and the Mainland result means that they retain the governor of the Territory and all the federal officials as members of the party. They re-elected the delegate to Congress. For purely local reasons involving factional and other differences not of importance in the long run, Republicans lost some municipal offices. But for the Democrats to go round the island holding jubilees and ratifications, after losing almost all along the line, in both nation and Territory, except where these factional fights helped them out, while the victorious Republicans remain silent, is a queer thing in politics. It doesn't matter, except as the beginning of the next campaign,—which is what these Democratic ratifications really are.

FIGHTING FOR AMERICAN SHIPPING.

Among the matters which it is well worth while to begin agitating in Washington and regarding which Hawaii may at least have some voice, by virtue of her position, is that of a ship subsidy, or, failing

that, an act to provide that coastwise shipping laws shall not apply to these islands. It is perfectly easy to show any reasonable man that Hawaii is entitled to one or the other of these remedies for present conditions. A subsidy that will give us plenty of American bottoms is naturally preferable and in the light for a subsidy we have the backing of shipping interests. "Unless the transportation experts are at fault in their reasonings and conclusions," says the Argonaut of November 7, "we are about to see the practical sweeping of the American flag from off the Pacific ocean." Explaining this remark the Argonaut gives the following:

Under the regulations of the Interstate Commerce Commission the railroads can not carry freights for export or import at lower rates than those charged for domestic traffic over the same routes, and all rates must be duly published. This means that in bidding for Oriental freight against the Suez route the agents of the American route will be (1) checked by a high limit for the transcontinental part of the carriage, and (2) in view of the publication requirement, they are to have no chance at all for a kind of bargaining which is commonly necessary in Oriental dealings. A published rate is known to the agents of the Suez route as well as to agents of the American route; in other words, all the elements of the American side of the business are to be in the hands of the Suez rival.

Another compilation lies in the fact that Japanese steamships crossing the Pacific Ocean operate under a subsidy amounting to about \$25,000 per round trip, whereas American ships are dependent wholly upon their own earnings. The American ships, therefore, find themselves hard pressed at both ends of their business. They will not be permitted to have the co-operation of the railroads in making bargain rates on the one hand, while on the other they must meet the competition of cheaper ships, operated by cheaper labor, and aided by subsidy.

All the experts say that the outcome must speedily be a general withdrawal of American ships from the Pacific Ocean. What has happened in relation to the Oceanic Steamship Company's line between San Francisco and Australia is now to happen to the Pacific Mail Company's, and other transpacific steamship lines operating from United States ports. What will happen further north, between Oriental and British Columbian ports, remains to be seen. The railway situation there is not so restricted, since the Canadian road is at liberty to co-operate in making through rates. But Japanese competition there as well as here is a serious thing, and it is the general opinion that British steamers will have to be withdrawn from the Pacific unless they shall be even more heavily subsidized than now.

Of course, all this implies a heavy blow to Pacific Coast commercial interests. It will hurt all our ports more or less, San Francisco more than any other. Ultimately, however, good may come out of it, for it is bound to give the American people a concrete illustration of the folly of political as distinct from business regulation of matters purely commercial. Lessons thus learned are dearly learned, but perhaps they would better be dearly learned than not learned at all.

The Hawaii Shippo in comment upon the Rev. Thwing's Iwilei crusade, is very severe upon that agitator. It is, however, fairly truthful in its estimate of the result of his campaign, though we doubt whether it estimates strongly enough the harm done.

Tales Worth Telling

LUSHINGTON'S COMPANION.

Joseph M. Patterson, Chicago's brilliant millionaire novelist, attacked in a recent address the drinking that goes on in society.

At the end of a somber account of the evils of drink among the rich Mr. Patterson adopted a livelier key.

"Why," said he, "if the thing keeps on our millionaires will all go about with such a companion as is always with Lushington."

"Who is that chap who never leaves old Lushington?" I asked a friend one day.

"That? Oh, that's a snake charmer," was the reply.

TOO GREEDY.

Robert Herriek, the brilliant real-

istic novelist, said at a recent luncheon in Chicago:

"There is a type of American wife who, in her greed for wealth and display, brings unhappiness on herself. She rather reminds me of the fat man and the table d'hôte dinner."

"This man entered a restaurant that served a dinner at the fixed price of 75 cents. He knotted a napkin about his neck and fell to heavily. So heavily, in fact, that the waiter, after a whispered conversation with the proprietor, approached him and said: 'Beg pardon, sir, but I'll have to charge you a quarter extra; you eat so much.'"

"The fat man, red and short of breath from his excessive gorging, said earnestly: 'For goodness' sake, don't do that! I'm nearly dead now from eating 75 cents' worth. If you make me eat another quarter I'll bust.'"

"For goodness' sake, don't do that! I'm nearly dead now from eating 75 cents' worth. If you make me eat another quarter I'll bust.'"

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